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	Allegedly, the head of the school was to be relieved because of inefficiency; Faatz was to take over the training group of the GST in Groepzig near Halle; and Schmiedecke was to be transferred to Cottbus airfield as glider instructor.	
4.	The aircraft strength frequently changed as aircraft were transferred to the individual training groups of the CST. In October 1953, the school was equipped with 5 or 6 SG-38 type aircraft, 12 to 15 Baby-type aircraft, some of which were still packed in crates, 1 two-seater Pionier-type aircraft of Czech make, 1 single-seater Mucha-type aircraft of Polish make, and 2 single-seater Schaj-type aircraft of Czech make.	
5.	As the school at Trebbin previously could accomodate only 55 trainees, a new school building with a capacity of 120 men was under construction next to the available building. A hangar was also to be erected. A new training course, similar to the October course, was started on 4 November. After this course, it was planned to hold courses for the "B" and "C" gliding certificates and training courses for the pilot instructor's certificate 1. Ten-week training courses for advanced training were scheduled to take place after March 1954. Pecently, glider training at the school has been carried out with gliders towed by 30-meter ropes, while 60-meter ropes had been used previously.	
6.	On 24 October, a Czechoslovakian delegation consisting of 3 men and 1 woman landed at Trebbin in a twin-engine aircraft and a single-engine trainer. Allegedly, the delegation was to sign contracts for the supply of conventional aircraft. The following technical data of the two aircraft types were determined	i:
	Twin-engine aircraft: four-seater; tyep AE 45;	25X1
	Deika 7 x 54 m = length; Vyska 2 x 30 m = height; Vana v Letu 1,500 kg = flying weight; Prazdne Vaha 860 kg = empty weight.	
	Single-engine aircraft: two-seater; towing aircraft; inscription on aircraft:	25X1 25X1
	For some weeks, a single-engine Sokol-type aircraft was the property of the GST. The former two aircraft were tested at the school and were believed to have good flight qualities. They made aerobatics including loops, turns and rolls as well as glides with throttled engine, and landings with one engine. The single-engine aircraft allegedly would cost 18,000 eastmarks. Nine such aircraft were allegedly ordered. The price of the twin-engine aircraft was not known and the price of the Sokol-type aircraft allegedly amounted to 16,000 eastmarks. The aircraft were believed to be of a very primitive type. Cover sheets projected beyond the edges of the wings and an interval of 4 or 5 cm was observed on the split flaps when these were retracted. The single-engine aircraft towed a Baby-type glider to an altitude of 300 meters in 12 minutes.	25X1
	Sport	25X1

25X1

25X1

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1.	comment. Parachute towers for initial training har reported from various groups of the GST, e.g. in Babelsb Brandenburg and Chemnitz.	ve bee erg,
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2.	Comment. The technical data of the two aircraft reported	
	probably contain errors. The information on a purchase of Czech aircraft, which is reported for the first time, is believed to be	•
	mossible.	

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